

# Vehicle Views

<http://www.gsa.gov/vehiclepolicy>

**FEDFLEET 2006  
Special Edition**

**June 2006**

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## Welcome to LA!

**T**he Los Angeles Convention and Visitors Bureau and member organizations warmly welcome you to our fabulous city. Whether it is for the theme parks - and LA has the most and the best -- visitors stay for the great fun for all ages found in LA. Summer vacation, winter break, or business destination, the weather is always on the easy side and the possibilities are amazing.

Mention LA and everyone immediately thinks of Hollywood. Indeed, LA is the entertainment capitol of the world. Hollywood is brimming with excitement from the moment you set foot on the sidewalk and start checking out the famous names on the Hollywood Walk of Fame (numbering 2,270 on November 19, 2004, and growing). No one can resist the celebrity footprint and

hand prints in front of Grauman's Chinese Theatre. Next door is Hollywood & Highland, an entertainment and shopping complex with a retro bowling alley, crazy elephant pillars, a great photo op of the Hollywood sign and tours of the Kodak Theatre, home to the annual Academy Awards. Two museums, the Hollywood Entertainment Museum and the Hollywood Museum, are packed with TV and movie memorabilia including actual sets.

Families have been enjoying leisurely, outdoor meals at the Farmers Market since the 1930s. At this outdoor landmark, you can order a sloppy pizza and free lemonade and watch ice cream and candy being made. Then hop on a real

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Dear FedFleet 2006 participants,

I appreciate your interest and attendance at FedFleet 2006, the Sixth National Federal Fleet Manager Workshop & Information Fair. This is a wonderful opportunity for our

fleet community to recollect on our past accomplishments, get caught up on the latest initiatives, and establish a vision for the future of Federal fleet management. Please take advantage of the many opportunities to learn, share, and connect with speakers, vendors, and participants during the week.

It seems each year that more attention is focused on the Federal fleet. Naturally, this year is no different. With the price of gasoline reaching unprecedented highs, it is more important than ever that we take serious steps to reduce our dependency on and overall use of petroleum-based products.

Lawmakers, Executive agencies, and all citizens share a common interest in having professionally managed Federal fleet programs. This event's focus on funding methods, information management, environmental issues, and other areas reinforces our dedication to continuous improvement. While we always seek to raise the bar a notch, I also am mindful of the Federal fleet manager's ongoing efforts and thank them for that.

Enjoy FedFleet 2006, enjoy Los Angeles, and enjoy your summer!

Sincerely,  
Russ Pentz

Dear FedFleet 2006 Attendees:

On behalf of the FedFleet Steering Committee and the entire Federal Fleet Policy Council, I would like to thank you for attending FedFleet 2006. The Planning Committee has worked hard to offer you a comprehensive array of relevant workshops covering virtually all aspects of fleet management. With increased emphasis on alternative fuels, new technology, and more results-driven budgets, we, as Federal Fleet Managers, need to be familiar with the most recent technological advances and best fleet management practices. All these and more will be presented at FedFleet 2006.

Please show your support for the FedFleet Workshops by taking every advantage of the sessions offered, the numerous vendors in our exhibit hall, and the many networking opportunities. Also, please take the time to complete your evaluations so that we can build on our successes. Remember, this is YOUR Workshop!

I hope that you enjoy your week in Los Angeles, and thank you again for attending.

John Hughes  
Chairperson  
Federal Fleet Policy Council



Dear FedFleet 2006 Participants:

GSA Fleet is proud to welcome you to FedFleet 2006 in LA! We are extremely excited to once again be a sponsor for this event. FedFleet is a great occasion to learn about the latest developments in the fleet world and to network with other fleet managers and vendors. Have a great week, be safe, and remember to take advantage of the opportunities available to you. If you have any questions about GSA Fleet, please stop by our booth

(#513). We will be happy to assist you!

William F. Webster  
Director  
GSA Fleet

# Federal Motor Vehicle Registration Program

**T**here is currently no database of all Federal motor vehicles or a Federal vehicle registration process. Motor vehicles displaying the official U.S. Government license plate and agency identification required by the Federal Property Administrative Services Act of 1949 are not registered in any State or any one central location within the Federal Government. This situation leaves us vulnerable to risks on many fronts.

The issues surrounding the lack of a centralized repository of Federal motor vehicle assets include national security, emergency response, and vehicle misuse.

**National security** – Federal and civilian law enforcement activities cannot readily identify if a particular license plate belongs with a vehicle and if the vehicle and/or the license plate has been stolen. Access to Federal facilities is often much easier for Federal vehicles as they are subject to less scrutiny than private vehicles. Vehicles with Federal license plates are not considered suspicious when parked outside of Federal buildings, yet may present a security risk.

**Emergency response** – Response to national and localized emergencies may be improved if there was a single source to identify the location and ownership of Federal motor vehicles. For instance, if another major hurricane struck and say additional fuel trucks were needed to be deployed to the affected area, we could identify which agencies had fuel trucks, how many they had, their location, and the contact information of the owner. The same methodology applies to fire equipment, ambulances, buses, and maintenance vehicles.

**Vehicle misuse** – The duty to operate Federal vehicles appropriately is great. Agency vehicle owners and operators may be subject to liability and strict penalties for misuse. These vehicles are major assets and are a highly visible means by which the Federal Government interacts with its citizenship. Reporting potential misuse of Federal vehicles is the responsibility of everyone, yet it is difficult to readily identify the vehicle owner to make a report.

It is apparent that we need to take action and set a course to manage these risks and to improve the overall accountability for Federal motor vehicles and license plates. To this

end, a Federal Fleet Policy Council (FEDFLEET) subcommittee was established last November to examine the feasibility and related issues of instituting a Federal Vehicle Registration Program. This subcommittee includes Steve Sosson from the Department of Homeland Security, Lisset Ramirez from GSA Fleet Headquarters, and Dionne Chisolm from the U.S. Department of Agriculture.

This subcommittee has been refining a business case for the program, modeling the current state of the license plate lifecycle, and documenting options and requirements to define the goals and functional requirements for this program. The Federal Prison Industries, our current license plate provider, has been asked to develop a business model to implement and maintain such a program.

Instituting a common-sense solution is key to making an effective program. Input from the Federal community will define the scope of this program and your ideas are welcome. Please join us during the FedFleet 2006 workshop in Los Angeles in June for an update on the project developments and an opportunity to share your views.

*For additional information or comment, please contact Jim Vogelsinger at [james.vogelsinger@gsa.gov](mailto:james.vogelsinger@gsa.gov) or at (202) 501-1764. ■*

## WELCOME from page 1

trolley for a very short trip next door to the Grove (you could walk almost as fast but this is more fun). This open-air shopping, dining and movie complex is one of LA's hot spots and in the center of it all is a large fountain with a hypnotic water show.

The Venice Boardwalk is world-famous for its irreverent approach to life. As you stroll along, don't be surprised when you encounter comics, jugglers, rollerbladers, musicians, a skating guitar player. The boardwalk is lined with vendors selling souvenirs and offbeat goods. Stop and watch the bodybuilders pumping iron. Then rent bikes or

rollerblades and set off on the Beach Bike Path. Be sure to save time for lunch at a patio restaurant -- where the people watching is the best there is.

We sincerely hope that you enjoy your visit and come back soon. ■

*The Los Angeles Convention and Visitors Bureau.*



# Fleet Regulation Update

The General Services Administration (GSA) is amending the Federal Management Regulation (FMR), Part 102-34 Motor Vehicle Management (41 CFR Part 102-34), by updating motor vehicle requirements and information resulting from numerous Federal organizational and program changes over the past few years. After publication, the final rule will accomplish the following:

- Allow agencies to have limited identification exemptions for motor vehicles that are regularly used for common administrative purposes for situations with specifically identified security risks;
- Provide information for obtaining U.S. Government license plates from the Federal Prison Industries Inc., the current license plate supplier;
- Replace the requirement for agencies to provide certain motor vehicle information to GSA on the Standard Form 82 with the requirement to use the Federal Automotive Statistical Tool (FAST). FAST is an Internet-based reporting tool that supplies vehicle-related data to GSA, the Department of Energy, the Energy Information Administration, and the Office of Management and Budget;
- Require agencies to have an agency-wide fleet management information system that will link all fleet data throughout the agency and interface with the Federal Automotive Statistical Tool (FAST);
- Update the Fleet Average Economy Standards for FY 2000 and beyond;
- Indicate the preferred location for displaying motor vehicle identification;
- Substitute the word "crash" for "accident" when referring to motor vehicle collisions consistent with National Highway Traffic Safety Administration terminology;
- Update agency and policy guidance on exemptions to the display of official identification and license plates on motor vehicles; and
- Update the listing of official License Plate Prefix Codes.

The FMR and any corresponding documents may be accessed at GSA's web site at <http://www.gsa.gov/fmr>. ■

# "Wheel" Get You There With Schedule 26, Part I

The GSA Automotive Federal Supply Schedule 26, Part I - Tires, Pneumatic (New) for Passenger, Light Truck, Medium Truck and Bus and Retread Services, offers five different types of tires under the Special Item Numbers (SINs). Customers can choose from the following:

1. 096 1N – Passenger (New)
2. 096 2N – Light Truck (New)
3. 096 2R – Light Truck (Retread)
4. 096 3N – Medium Truck – Bus (New)
5. 096 3R – Medium Truck – Bus (Retread)

**Schedule 26 I**, offers customer agencies:

- Competitive Prices – Better than Open Market Prices;
- Commercial Products – From nationally recognized manufacturers, that meet both government and industry safety standards;
- Convenience – Reduce paperwork, save time, use of the government credit card, to purchase on-line; and
- Choice - Select a variety of quality tire products.

In the case where the contractor is a manufacturer, its participating dealers will honor contract terms for all orders from customer agencies. The contracts are in place for 5 years through Calendar year 2011, with an option to extend the contracts for (3) additional 5-year period.

*For more information on Schedule 26 I and the participating vendors or other Automotive schedules, visit [www.gsa.elibrary@gsa.gov](mailto:www.gsa.elibrary@gsa.gov) or contact the Automotive Customer and Vendor Support at 703-605-CARS (2277). ■*

## Vehicular Replacement Parts Available on the Vehicle Multiple Award Schedule (VMAS) 23V

The Office of Vehicle Acquisition and Leasing Services, GSA Automotive has replacement parts and accessories under Vehicle Multiple Award Schedule (VMAS) 23V. Currently there are several contractors on schedule to supply you with various automotive replacement parts and accessories. You can expect a substantial cost and time savings when you choose to place your orders directly with the schedule vendor or through GSA Automotive. The following replacement parts are available under Federal Supply Schedule 23V, Special Item Numbers (SINs):

Special Item Number (SIN)	Description
25-101	Cargo Covers Bed Liners Electric Vehicular Lights Ladder Racks Law Enforcement Signal Systems Mounted Video Equipment Mud Flaps Remote Control Deadbolt Locks Tarps Tool Boxes Tow Hooks Trailer Towing Packages Truck Mounted Hoist
271-108	Spare Parts for Sedans, Light, Medium and Heavy Trucks
272-106	Remanufactured Engines, Transmissions, Differentials, Rear Axle Assemblies and Electric Motors

For a complete list of Special Item Number (SIN) 025 -101, 271-108 and 272-106 contractors or additional information on other GSA Automotive Vehicular Multiple Award Schedules, visit GSA's Schedules E-Library at [www.gsaelibrary@gsa.gov](http://www.gsaelibrary@gsa.gov) or contact GSA Automotive Customer and Vendor Support at 703-605-CARS (2277). ■



## GSA's Center for Asset Management Policy Formulation: Aircraft

General Services Administration's Center for Asset Management Policy Formulation – Aircraft within GSA's Office of Travel, Transportation and Asset Management, Office of Governmentwide Policy makes policies for managing the acquisition, use, and disposal of aircraft that the federal civilian agencies own or hire. In addition, GSA/OGP does the following:

- Sponsors the Interagency Committee for Aviation Policy (ICAP);
- Collects, analyzes, and reports information on government aircraft, using the Federal Aviation Interactive Reporting System (FAIRS); and
- Promotes best practices in federal aviation management.

In cooperation with ICAP-member agencies, GSA/OGP's overarching goal is to foster the safest, most effective and efficient aviation in U.S. government agencies. ■

## The Federal Automotive Statistical Tool System Grows, Matures

**T**he Federal Automotive Statistical Tool (FAST) has come a long way from its beginnings in the late 1990s. The web-based reporting program, the result of a partnership between the Department of Energy and GSA's Office of Governmentwide Policy (OGP), has grown in sophistication and complexity, without significantly increasing the burden on users.

Most recently, in 2004, agencies began making their fleet budget submissions under OMB Circular A-11 through FAST. This has ensured compatibility between the data in the Federal Fleet Report, which FAST produces annually, and annual budget submissions. This new process also brought together agency fleet personnel and their counterparts in the budget offices, who in some cases had never collaborated before.

Soon FAST will begin generating individual reports for each agency, bringing together the Federal Fleet Report, A-11 budget data, and agency reviews to produce a single, comprehensive snapshot of fleet operations.

The secret of FAST's success is the unique way in which agencies can build their reporting hierarchy in the system. Many systems require users to report in a fixed, system-determined way, sometimes compelling changes in a user's processes and even organization. FAST avoids this by giving each agency the latitude to define its reporting elements as it wishes. Thus the reporting structure of FAST can mirror each agency's organizational structure, budgetary arrangements, financial and management information systems, and methods of gathering the data. FAST

users run the hierarchical gamut from structures that are deep and narrow to wide and shallow. Some agencies have their scattered field locations report directly, others report everything from the headquarters, and some utilize FAST's automated upload capability to avoid manual data entry altogether.

The FAST contractor, Idaho National Laboratory (INL), is currently working on several projects with OGP. The successor to the Federal Aviation Interactive Reporting System (FAIRS) will be rolled out this year to handle annual reporting of Aircraft data. Other program areas, such as Mail, Transportation, Travel, and Personal Property, will eventually have FAST-like systems to replace current manual reporting processes. FAST will serve as the model for these efforts. This is all part of OGP's plan to expand its role in monitoring agency compliance with regulatory mandates and best practices.

Representatives of INL and the FAST managers for DOE and OGP will offer several sessions at FedFleet 2006 in Los Angeles. Sessions are targeted to users of various levels, from introductory material to advanced information for agency FAST administrators. In addition, DOE will host a session on the Energy Policy Act and Executive Order 13149; FAST is the system that tracks agency compliance with these crucial requirements. This is an ideal opportunity to receive FAST training while enjoying the FedFleet experience.

*For additional information, please contact Ed Lawler (ed.lawler@gsa.gov). ■*

## Your Guide to Federal Fleet Management!

**T**he Guide to Federal Fleet Management (GFFM) is available on GSA's website at [www.gsa.gov/vehiclepolicy](http://www.gsa.gov/vehiclepolicy) in the Reference section. It is a comprehensive guide to help you manage your agency's fleet. Federal fleet management incorporates five areas of competency that Fleet Managers require to perform as professionals:

- Legal Requirements
- General Management
- Fleet Asset Management
- Fleet Operations Management
- Risk Management

The *GFFM* discusses these topics in detail to give you the information you need to perform your job at all levels of Federal fleet management, from the driver in the field to the National Agency Fleet Manager. The *GFFM* will be updated on a continual basis as we receive input from Federal fleet personnel. It can be used as a model for developing your own agency fleet management guidelines. It also has a list of electronic resources available to you to help perform your job.

*If you have any comments or suggested changes to the GFFM, please e-mail them to [vehicle.policy@gsa.gov](mailto:vehicle.policy@gsa.gov). ■*

## Exchange/- Sale of Motor Vehicles

Several workshops at FedFleet 2006 will include some level of discussion on the use of the exchange/sale authority when acquiring similar replacement items. The following information is provided for those who may not be attending any of those workshops.

Exchange/Sale is an authority provided by Section 503 of Title 40, United States Code, under which executive agencies, when acquiring replacement property, may exchange or sell similar items, applying the exchange allowance or proceeds of

sale in whole or in part toward the property acquired. 41CFR102-39 of the Federal Management Regulation (FMR) provides the regulatory guidance.

When replacing agency-owned motor vehicles under the Exchange/Sale provisions of the FMR, motor vehicle sale proceeds are retainable for use toward the purchase of replacement motor vehicles. **As a source of funding for replacement motor vehicles additional to other fleet program funding, the availability of sale proceeds should not be overlooked.** The alternative, separately acquiring and disposing of vehicles, will either not generate funds for the disposed vehicles, or if the disposed vehicles are sold, the sales proceeds will be deposited to the United States Treasury as miscellaneous receipts, and not be

available to the disposing agency.

Each Federal agency's fleet and finance programs need to work together to establish a specific account to collect and disburse exchange/sale proceeds. Sale proceeds may be applied to similar replacement property during the fiscal year in which the property is sold and for one fiscal year thereafter.

*Need more information on Exchange/Sale procedures? Plan to attend the educational sessions discussing this topic in greater detail and see how these rules can benefit your agency. You may also stop by the GSA Flagship booth (#513) in the exhibit hall and talk to the Office of Governmentwide Policy Fleet Program to obtain more information. ■*

## The Fleet Review Initiative- What's happening?

In April 2002, OMB asked Federal agencies to review their fleet operations. As a result, FEDFLEET embarked on the Fleet Review Initiative (FRI) to improve the management and use of the Federal fleet. FEDFLEET developed the following recommendations which have been endorsed by GSA, the Office of Management and Budget (OMB), and the Government Accountability Office (GAO):

### 1. Improve Accountability:

- Appoint an agency fleet manager who has oversight for the entire agency's motor vehicle fleet.
- Issue an agency wide internal fleet handbook.
- Implement a periodic internal fleet review process including fleet performance measures.

### 2. Improve Information:

- Allocate funding for and acquire an agency wide fleet management information system that will link all fleet

data throughout the agency and interface with the Federal Automotive Statistical Tool (FAST).

- Expand FAST to include future vehicle acquisition plans for agencies to use as a planning tool and to replace A-11 data call.

### 3. Improve Fleet Management:

- Develop a structured allocation method for determining the type of vehicles and quantity needed to accomplish an agency's mission.
- Develop an AFV program that meets all mandated goals and provides drivers' training.
- Develop an agency wide fleet safety program that includes monitoring vehicle crashes and drivers' motor vehicle records.
- Establish a reliable funding mechanism for motor vehicle fleets or obtain vehicles from suppliers that have such a mechanism and utilize the federal motor vehicle costs accounting standards.

Since the report was issued, FEDFLEET and GSA have been working to implement these recommendations governmentwide. Specifically in the past year,

- GSA published an Advisory Bulletin on Documented Structured Vehicle Allocation Methodology (VAM).

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## **FLEET REVIEW from page 7**

OMB has discussed with several agencies the use of a VAM and has included it in their agency budget pass back. Several agencies have contracted with private consulting firms to develop a VAM for their agency.

- GSA published the Guide to Federal Fleet Management (GFFM) on [www.gsa.gov/vehiclepolicy](http://www.gsa.gov/vehiclepolicy). It is a comprehensive guide for Federal fleet professionals at all levels to learn more about all aspects of managing a fleet.
- The A-11 budget aspect of FAST was completed by agencies and an analysis of their data was sent to OMB within 30 days of completion.
- An amendment to 41 CFR 102-34, Motor Vehicle Management requiring agencies to have a fleet management information system has been signed by GSA's Administrator and is in the final clearance process in OMB to be published as Interim Rule. An Advisory Bulletin on Fleet Management Information Systems has been drafted to aid agencies in acquiring or enhancing their current systems and will be published after the regulation is a final rule.
- GSA has developed a Federal Fleet Performance Measure scorecard which will be implemented in the future. GSA developed this scorecard in collaboration with OMB at their direction to improve overall asset management in the Federal government.

- GSA is meeting with each Agency to discuss their plans to incorporate the recommendations into their programs and what tools can GSA provide to facilitate implementation.

As you decide which workshops to attend this week at FedFleet 2006, please consider the following workshops related to the recommendations of the FRI:

### **Basic Fleet Training (VAM segment)**

#### **E.O. 13149 & EPACT 2005**

#### **Revolving Funds for Fleets**

#### **Fleet Safety and Accident Prevention**

#### **Future of Alternative Fuels and Hybrid Vehicles in the Federal Fleet**

#### **Fleet Data Analysis**

#### **OMB and Agency Budgets**

#### **Fleet Management Information Systems**

#### **Federal Asset Sales**

**\*\*Be sure to check your FedFleet 2006 agenda for dates and times of these workshops!\*\***

*If you have any questions on the FRI, please contact Connie Aaron at GSA/OGP on 202-208-7634 or e-mail [connie.aaron@gsa.gov](mailto:connie.aaron@gsa.gov).* ■

# Football is a game... Your life is not. Buckle up.

– Ray Lewis





## Acknowledging is Encouraging – THANK YOU!

We *THANK* the agencies that submitted nominations for the Bob Baker Fleet Manager of the Year Awards. Also, we give special *THANKS* to the individuals who volunteered and served on the selection committee. They were: Tina Hastings (DOJ), John Hughes (GSA), Jim Kerr (HHS), and Barry Shpil (State). They had a difficult task since there are many extremely well qualified nominees. Thanks for a job well done!



## The Bob Baker Fleet Manager of the Year Awards FEDFLEET 2007

Will a Picture of an  
Employee of Your Agency  
Be Posted Next Year?



**YOU CANNOT BE SELECTED UNLESS YOU  
ARE **NOMINATED****

Nominations accepted  
from November 1, 2006 - January 30, 2007

For more information contact:  
[vehicle.policy@gsa.gov](mailto:vehicle.policy@gsa.gov)



# 2006

## Nominees for **The Bob Baker Fleet Manager of the Year Awards**

### Large Fleets

#### **U.S. Army**

Dwight V. Hadley

#### **U.S. Air Force**

MSgt Scotty Browning  
SMSgt Michael A. Pirson  
TSgt Michael D. Keever

#### **U.S. Navy**

Sharyl Blackington  
Daniel L. Cogar

#### **Dept. of Transportation Federal Aviation Administration**

Anne Hadley

#### **Dept. of Homeland Security**

Steven Sosson

### Small Fleets

#### **U.S. Air Force**

SSgt Brett Hilfiger

#### **Environmental Protection Agency**

Ricky Mathney

#### **U.S. Navy**

E02 Jesse Evans  
Angantyr Agnarsson

#### **Dept. of Homeland Security U.S. Coast Guard**

Jerry L. Cherry

# Winner of the Bob Baker Fleet Manager Award for Large Fleets

**MSgt Scotty A. Browning, USAF**



**M**aster Sergeant Scotty A. Browning is the Command Vehicle Management Superintendent for Headquarters United States Air Forces in Europe at Ramstein AB, Germany. He is responsible for transforming the Air Force's European vehicle fleet from a cold-war posture to an expeditionary make-up needed for today's versatile mission. He leads 65 fleet managers at 25 locations in 12 countries with the day to day management of over 10,000 vehicles worth \$800 million.

For over 130 days, Sergeant Browning was deployed to Sather Air Base, Baghdad, Iraq. He was assigned as the Vehicle Management Superintendent and was responsible for leading a team of 22 warriors in vehicle repair, acquisition, and management of 414 assets worth over \$53 million.

Sergeant Browning has taken his vehicle disbursement and validation skills and applied them to reshaping fleets at installations throughout the European Command. Over the past year, he has reshaped vehicle requirements throughout the theater in efforts to decrease the vehicle footprint needed to fight the Global War on Terror. He has developed a new system and methodology for validating vehicle requirements at all Air Force installations.

Also, as a deployed warrior, Sergeant

***Continued on page 12***



## ***BROWNING from page 11***

Browning revamped vehicle capabilities at Baghdad's International Airport. He discovered that 26 percent of his fleet, to include armored vehicles and fire fighting engines, was out of service due to a lack of parts needed for repair. Where his predecessors had reached over 6,000 miles back to the United States for parts support, he ventured out into the local area and was able to acquire the same parts within a 20 mile radius. He reduced the time needed for parts procurement from over 14 days to less than 2 hours. Sergeant Browning's team was able to increase the fleet capable rate to an outstanding 96 percent in service.

Master Sergeant Browning is the premier fleet manager. His actions in revamping vehicle fleets throughout the European Command have ensured only the minimum amount of assets are procured and maintained. By looking at a myriad of vehicle types available and consolidating

requirements, he has slashed the fleet by 450 vehicles and saved tax payers over \$55 million in new vehicle purchasing requirements.

MSgt Browning's efforts while deployed are a testament to his character and ability to overcome adversity in an austere environment. While at Sather Air Base, Baghdad, Sergeant Browning worked closely with the Iraqi Military and taught their fleet managers how to validate vehicle requirements needed for their first squadron of C-130 aircraft. He assisted them in developing procurement and management tools; as well as, explaining the capabilities of aircraft loading vehicles. Sergeant Browning's actions resulted in a 200 percent increase in cargo handling for the Iraqi Air Force. His ability to teach fleet fundamentals to the Iraqi Air Force serve as a stepping stone to solidifying a US ally of tomorrow.

MSgt Browning's efforts throughout the past year made him a clear choice over 11,000 other candidates for the United States Air Force's in Europe's

Lance P. Sijan Award, for demonstrating outstanding leadership abilities. He was also lauded as Sather AB, Iraq's Senior Non-Commissioned Officer of the Month.

His decorations include the Air Force Commendation Medal with two Oak Leaf Clusters, and the Army Achievement Medal with two Oak Leaf Clusters.

Sergeant Browning was awarded his Community College of the Air Force (CCAF) Degree in Transportation in 1997, his CCAF Degree in Instructional Technology of Military Science in 2001, and completed all requirements for his CCAF Degree in Maintenance Production Management in 2004.

He is married to Technical Sergeant Pamela Browning of Hardin Illinois and they have a two year old daughter, Paige, and a two month old son, Paxton. ■

# Winner of the Bob Baker Fleet Manager Award for Small Fleets

**Angantyr Agnarsson**



**M**r. Angantyr Agnarsson is responsible for providing all transportation services for Naval Air Station Keflavik and tenant commands to include vehicle support, bus transportation, trash and snow removal, material movement, and construction project support. He oversees the performance of vehicle maintenance inspections and repairs to ensure the safe operation of automotive, construction, fuel delivery, materials handling, and weight handling equipment. He administers the Navy Driver's License Program, which ensures the proper use of government operated vehicles. He generates all the necessary data for transportation budgetary planning and executes an operating budget of \$5.4 million. In all, he manages a fleet of 425 units of automotive, construction, fuel delivery, materials handling, and weight-handling equipment valued in excess of \$15 million.

Mr. Agnarsson is also responsible for the maintenance of vehicles owned or leased by tenant activities of the Naval Air Station. He is responsible for the day-to-day operation of the transportation motor pool, shop equipment repairs, and other general labor services associated with transportation. Additionally, he plays a major role in coordinating the response for a Mass Casualty Alert to include heavy equipment, mass

*Continued on page 14*

## **AGNARSSON from page 13**

transportation, and related airfield support operations.

Mr. Agnarsson completed a 23% reduction of his vehicle inventory in order to meet reduced funding levels and accelerated compliance with the established, lower requirement quantity. He completed a zero based review of his entire operation eliminating sixteen permanent labor positions and culled the station of many underutilized transportation assets. He maintained superior customer service during this reduction by offering innovative alternatives, such as operating a duty passenger shuttle service to transport personnel with infrequent official business requirements. This program has gained wide acceptance has paved the way for further inventory reductions. These changes saved a total of \$1.9 million for FY04 not including the future replacement cost avoidance. His active involvement with the Environmental Division was instrumental to the completion of a Naval Facilities Engineering Services Command project that procured and installed a new car wash facility for government

vehicles valued at \$200 thousand. This automatic wash station replaces manual cleaning of vehicles allowing the transportation staff to provide better customer service, care and maintenance to all government vehicles, substantially prolonging vehicle life and saving outsourcing costs. He integrated 11 military members into the civilian snow removal crew, fostering civilian/military team interaction and creating a cost-effective strategy for keeping station roads and parking lots accessible. Integration of military labor to cover overtime, eliminating the summer hire program and modification of shift-work hours are saving \$600 thousand in labor costs annually. In addition, he executed a reduction in labor force in his division that saved NAS Keflavik an additional \$508 thousand per year.

Mr. Agnarsson is a skillful problem solver whose prior experience in Iceland's auto sales industry has proven invaluable over the last year. He leads an integrated team of U.S. military and Icelandic civilians, effectively eliminating barriers to productivity and gaining the respect of his subordinates. He aggressively pursues improvements, always

looking for ways to do things faster, cheaper, and better. His unique combination of leadership skill, creative problem solving, and business acumen have been the key to the success of this large transportation division during times of increasing change.

Due to his aggressive fleet reduction and recapitalization, Mr. Agnarsson was able to dispose of 129 over-aged vehicles that were an increasing maintenance drain, saving over \$322,500 in fuel, labor and material costs in FY04. His hard work and attention to detail ensured fleet upgrade goals were met, allowing for future disposals of overage vehicles. His divisional transformation, executed over a six month time period, will save the Navy almost \$2 million per year!

He has attended numerous technical and managerial courses sponsored by BMW, Citroen, Renault, and the United States Navy, and he is an active member of the Kiwanis Club of Iceland.

Mr. Agnarsson is married to Adalheidur Birgisdottir and has three children, Agnar, 20; Jona Sigridur, 14; and Kari Birgir, 12. ■



# Retirements

## Department of State

### Mr. Ephriam Williams Jr.

Mr. Ephriam Williams Jr., a Motor Vehicle Operator in the Fleet Management & Operations Division, officially retired from the U.S. Department of State (DOS) on March 4, 2006 after 42 years of Government service. Mr. Williams, who began his government career on January 25, 1964, spent his first two years of service as a laborer and mail delivery serviceman at the Smithsonian Institute and the

General Services Administration, then spent the next 22 years as a laborer with the U.S. Information Agency. Mr. Williams worked his final 18 years of Federal service as a Motor Vehicle Operator with the State Department, providing bus operator services and VIP transportation to high-ranking DOS, U. S. Government and visiting foreign government officials throughout the D.C. region.

Mr. Williams plans to spend his first couple months in retirement resting and relaxing, after which he intends to obtain another driving position in the Washington DC area.

Congratulations to Mr. Williams on a long and distinguished Federal Government career. His friends and colleagues at the U.S. Department of State wish him a long, happy, healthy and prosperous retirement. ■

## Department of Veterans Affairs

### Elaine Jackson



Elaine Jackson and her family (husband and one child) came to the Washington, DC, area in 1968.

She began her Federal career at the Internal Revenue Service (IRS), Central Office, in Washington, DC, in 1969 as a GS-4, Clerk Typist. She

remained at IRS until 1971, after which, she took five years off to take care of her family (husband and three children).

After a five-year break, Ms. Jackson began her career at the then, Veterans Administration (later became the Department of Veterans Affairs), in 1976, as a GS-4, Clerk Typist – in the Safety Occupational Health and Fire Protection Division. She worked diligently and received several promotions.

In 1993, Ms. Jackson was detailed to the position of monitoring the vehicle fleet for DM&S, which is now Veterans Health Administration (VHA).

Between 1993 and 1995, Ms. Jackson became a Program Specialist, GS-11, and was responsible for the entire VA Vehicle Fleet Program, which included VHA, Veterans Benefits Administration (VBA) and National

Cemetery Administration (NCA). Ms. Jackson became what everyone (inside and outside the VA) referred to as the “VA Vehicle Fleet Manager”. She became the spokesperson for the VA on vehicle fleet issues. At present, VA vehicle fleet consists of more than 10,000 vehicles. The fleet is composed of mostly GSA leases; some commercial leases and VA owned (VA purchased) vehicles.

While in this position, Ms. Jackson was a member of the Interagency Motor Equipment Advisory Council (IMEAC); the Federal Fleet Policy Council (FedFleet); the National Association of Fleet Administrators, Inc. (NAFA) – Nation’s Capital Chapter; the Interagency Committee on Alternative Fuels and Low Emission Vehicles (INTERFUELS); a member of VA Environmental

*Continued on page 16*

## **JACKSON from page 13**

Council; and the White House Task Force on Recycled Products – Re-refined oil workgroup.

Also, during her vehicle fleet career, she was the administrator and trainer for over 300 users of a Federal reports database, the Federal Automotive Statistical Tools (FAST). Annual vehicle fleet data is inputted into this database for reports to Congress, OMB, DOE and GSA.

Here are some “firsts” accomplished while in this position:

- She was required to develop and

manage a VA public web site that exhibits the Annual VA Alternative Fuel Vehicles Annual Reports.

- She had the opportunity to design the current VA license plate, and a never-before, VA motorcycle license plate.
- She was involved in the piloting of a new VA fleet charge card that is currently being rolled-out to all VA field elements, the VA vehicle fleet MasterCard.
- She was a co-writer of a “never-before” publication of the VA Vehicle Fleet Management Guidebook that is now in the

hands of all VA field Fleet Managers.

- She had some primary input into the new VA national vehicle fleet database that is currently under development.

Ms. Jackson retired from Federal service on March 1, 2006, after 31 years, 3 months and a few days, on the job.

Ms. Jackson will graduate from Prince Georges Community College in May 2006, with an Associate of Applied Science (A.A.S.) Degree in Business Management. ■

## Department of the Army

### **Sergeant First Class (SFC) Jeffrey Shaw**



Sergeant First Class Jeffrey Shaw serves as Western Region Fleet Manager, Non Commissioned Officer in Charge, for 372 GSA vehicles at 142 universities throughout 32 states and is responsible for coordination, issue, and turn in of 431 GSA vehicles composed of 380 GSA vehicles, 35 buses, 16 tractors and silverside trailers during Warrior Forge with a total equipment value over \$14 million dollars.

SFC Shaw supervises and trains 164 Soldiers and 16 civilians yearly for Warrior Forge (Summer Camp Senior ROTC Cadet Training Course) from various states to function as one

team and safely transported over 16,000 cadets and 5,000 cadre, without any injuries during his tenure, with only three weeks of training and team building. His section averaged over 70,000 miles yearly during this three months training period and maintained the fleet at 98% readiness in a fast pace environment.

He developed a detailed synchronization matrix and operations orders that resulted in efficient and effective use of transportation assets. SFC Shaw began his career on June 1, 2002 and will retire December 31, 2006. ■

### **Mr. Louis W. Creps**

Mr. Creps serves as the GSA Vehicle Fleet Manager at Western Region, U.S. Army Cadet Command, ROTC Department of Military Science, University of South Dakota, Vermillion, SD. Mr. Creps supports Cadet Command's mission of providing transportation support for the enrolled Army ROTC Cadets and five assigned Cadre Members. The

monthly activities that are supported with the assigned GSA vehicles area: Basic Rifle Marksmanship, MS III Land Navigation Training, MS IV Cadet Staff Rides, Support Installation Supply Trips, Weapons Draw and Turn-In, Ammunition Draw and Turn-in, Field Training Exercises (FTX), Cadet Laundry Turn-In, Ranger Challenge, and Administrative

Actions (Physicals and Dental Appointments). Also, the ROTC Leader Development and Assessment Course (LDAC) “Warrior Forge” Summer Camp located at Fort Lewis, WA every year was supported. Mr. Creps began his career on July 1, 1988 and will retire August 31, 2006. ■

## **Thank You for Taking the Time!**

On behalf of the FedFleet 2006 Planning Committee, I would like to welcome you to Los Angeles and what is sure to be the best FedFleet Workshop yet. We fully understand how busy your schedules are and how tight your budgets have become. Rest assured that your time and training dollars have been well spent and that your return on investment will exceed everyone's expectations.

I believe that the planning committee has truly outdone their selves this year. We have over 60 educational breakout sessions with some of the finest presenters in the business. Included with the regular fleet-specific sessions are, for the first time, aircraft-specific sessions so that those managers who are responsible for both of these assets can obtain all the training they need under one roof. Our general sessions this year have some exceptional speakers, including Mr. Robert Lutz, Vice Chairman of General Motors, and two motivational speakers that I'm sure will "knock your socks off" and leave you with important insights for you to take back to your workplaces.

And let us not forget the many vendors in our exhibition hall. These suppliers of fleet-related products and services are an integral part of the FedFleet Workshops and are here to help you get your job done the easiest, fastest, and most economical way possible. This year we have more vendor booths than ever before. Please take the time to visit every one and take advantage of the services and new technology available to you. Also let them know that you appreciate their support of this event and the Federal motor vehicle fleet.

I also ask that during the week that you personally thank the FedFleet 2006 Planning Committee for this year's event. The many hours of hard work, insight, and dedication to your training needs by these individuals is what makes all this happen. They should not be hard to find since we've included their pictures on the following pages of this publication and on a poster near the registration area.

Lastly, please take the time to complete the educational session evaluations and the overall Workshop evaluation. This is your chance to evaluate our presentations, suggest new topics, and help us to continually improve the FedFleet Workshops. Please share your ideas, comments and concerns.

## **Have a great week at FedFleet 2006!**

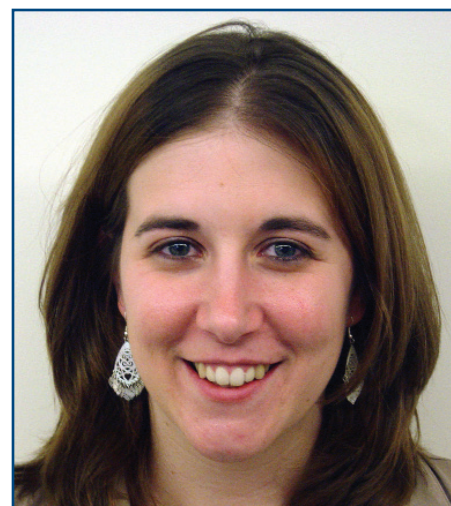
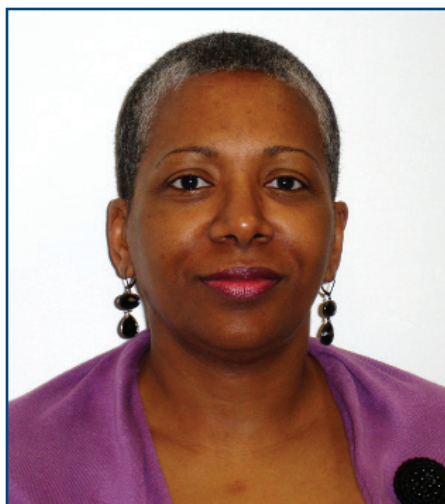
Michael Moses  
FedFleet 2006 Project Manager



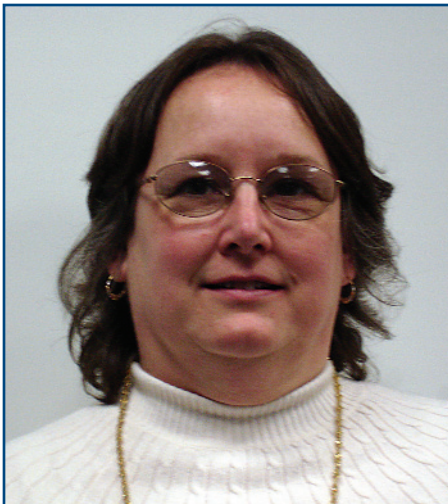
## Your FedFleet 2006 Executive Planning Committee

**From left to right, top to bottom:**

Michael Moses  
Project Manager (GSA/OGP)  
Tina Hastings (DEA)  
Brenda Ridginal (A-S-K Associates)  
Gary Lind (Navy)  
Steve Sosson (DHS)  
Monica Brumbray  
(GSA Automotive)  
Robert Sherouse (GSA/OGP)  
Martha Kobliska (DHS/TSA)  
Tabitha Dove (GSA/OGP)  
Chuck Wekle (DHS/ICE)  
John Hughes (GSA)  
Lander Allin (GSA Fleet)  
Marissa Brady (GSA Fleet)  
Sherie Howell  
(A-S-K Associates)  
David Fuchs (Army)  
Mike Hopkins (GSA)







# VehicleViews

## Vehicle Management Policy Contacts

**T**he Office of Governmentwide Policy, Vehicle Management Policy Program's mission is to ensure the effective and efficient use of the Federal Government's 640,000 motor vehicles and the expenditure of over \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

**Director**  
**Russ Pentz**  
(202) 208-0572

Connie Aaron  
(202) 208-7634

Ed Lawler  
(202) 501-3354

Mike Moses  
(202) 501-2507

Jacquie Perry  
(202) 501-3347

Stewart Randall  
(202) 501-446

Myles Schulberg  
(202) 208-7642

Jim Vogelsinger  
(202) 501-1764

Please address your questions or comments concerning Vehicle Views to the editor: Jacquie C. Perry (202) 501-3347 or by e-mail to [Jacquie.Perry@gsa.gov](mailto:Jacquie.Perry@gsa.gov).

Graphic Design: Tom Pearlman  
GSA Office of Citizen Services and Communications

<http://www.gsa.gov>

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GSA Office of Governmentwide Policy  
Vehicle Management Policy Program (MT)  
Washington, DC 20405

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